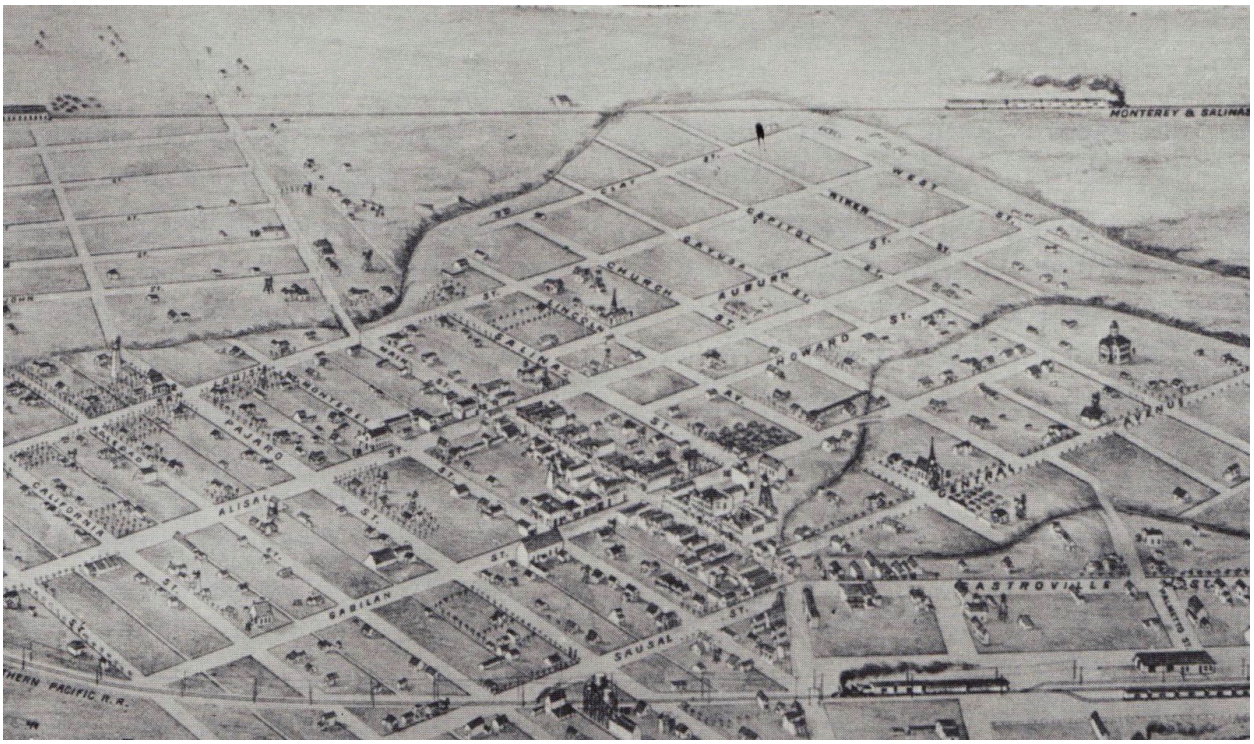
End of Westering:

The Journey of the Harvey Family to Salinas City



Salinas City, 1870s

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Growing up in Indiana & Missouri, 1836-1849

Isaac Julian Harvey (I. J.) was born in 1816 in the Blue River Valley near New Castle, Indiana. Isaac's parents, Absolam and Eleanor Julian Harvey, had immigrated to Indiana to join other members of their clan who had moved west before them. In 1836, Isaac married Sarah Mellett. At the time, Isaac was 19 and Sarah just 17. Sarah had been born in Virginia; she was the daughter of Quakers who had sold their Virginia plantation, given freedom to their slaves and moved west to settle 5 miles from the Harvey clan.

Growing up, Isaac recalled telling Rufus, Sarah's younger brother, that he was going to marry his pretty little sister because, "*she could run faster, jump higher, and laugh louder than any girl he knew*" (Harvey, I.J., 1897). Good qualities, as Sarah would live and experience the full life of a 19th Century pioneer woman, moving many times with her restless, tireless husband from Indiana to Missouri to the gold fields of California, and finally to her redwood home in Salinas City. Along the way, she would give birth to ten children, burying six of them before reaching Salinas City.

Growing up in the Harvey household, Isaac heard the words of Thomas Hart Benton, the long-time Missouri Senator who spoke of the West's development from open plains, forests and trails to farms and ranches and towns, interconnected by railroads. One speech included the following passage,

> *"After twenty-five years, the American population has begun to extend itself to the Oregon. Tens of thousands are meditating the adventure. I say to them all, Go on! The Government will follow you, and will give you protection and land"*[1].

Isaac and Sarah in their 65 years of marriage would live to carry out these words and would even name first-born son, Absalom Benton, in honor of the Senator.

After their marriage, Isaac's father gave the young couple a farm of 200 acres, "cleared up and ready for farming" (Baker, F., 1987). However, for Isaac one day of plowing was enough. That last and only day was still vivid in his memory when he sat down to write his memoirs some 60 years later,

> *"Commenced plowing it over a second time with my horse, Barney, a very fine iron gray pacer and trotter – gentle every way, only he would catch the line under his tail and holt it tight and back and back! I kept pulling the shovel plow back and around and broke several hills of corn down as the stalks were commencing to joint. I let go the plow and ran out to one side and jerked the line out and let out a swear word at Barney. I looked at the house on the upland and I was on the bottom and, lo and behold, my wife was standing in the door – looking at me and Barney. I do not to this day know whether she heard me or not. If she did, she never let on in any way. I unhitched Barney and put him in the stable. Went over to my neighbor's two yards. The family renting and hired one of the boys to finish plowing for 25 cents per day." (Harvey, I.J. 1897).*

Isaac and Sarah moved west to Missouri, and Isaac began a successful career as trader and businessman. At various times over the next 10 years, he was owner and operator of a store, farm, and flat bottom boats on the "*great river*"[2]. He invested in prairie and timberland. Isaac also had a successful career in government. He was Justice of the Peace and County Judge, and took on a number of civic duties, founding the town of Edinburg, Missouri and, in 1841, helping to organize Grundy County,

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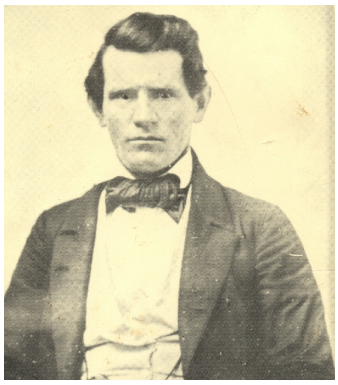
[1] ***Thomas Hart Benton of Missouri, speech in the U.S. Senate, 1844.***

[2] ***I believe this would be the Missouri River, which he refers in the next excerpt.***

named for Felix Grundy, U. S. Attorney General under President Van Buren (Baker, F., 1987; Ford, J. E.). These years gave Isaac the confidence and know how for later years. It may have also given him a sense of humor, which was evident in the following excerpts from "Reminiscences" (Harvey, I. J., 1897).

> *"After I returned by water to Indiana in June 1839, after purchasing 6 preemption claims in what is now Grundy County, Missouri, the territory of Levingston County, I could not prevail on your grandmother to go by steamer down the Ohio from Cincinnati by way of St. Louis and up the Missouri River to Brunskwick, the mouth of Grand River. Consequently, I shipped all our household goods to Brunswick and got a nice long-bed, two-horse wagon and put in everything to be comfortable; big feather bed, nice grub box and our mothers filled it with everything they could think of in good things to eat and we started by land. A. Benton was about three years old and Jackie about three months old. Had two good horses, also two rifles, one deer gun and one for small game and we rolled out as happy as we could be."*

> *"I built a corn pen out of ten-foot rails, 4-square, about 10 feet high and filled it with corn. There was a certain 4-year old bull that would insist in eating my corn. I drove chinking tightly but he was cunning and would try first one horn and then the other until he would get an opening. I concluded that I would try shooting into his horns with the small rifle. He only shook his head a little and kept on chewing his ear of corn. Next, I tried my deer gun. He was standing looking at me with an ear of corn in his mouth, chewing away on it. I took careful aim at the center of his horn about 2 inches from the head. He dropped to his knees and bellowed loudly. I thought I had made a wild shot and killed him, but he soon recovered and I saw the bullet hole just where I intended to hit. He started down the road for home twisting his head up as high up as he could and I did not see him again until the next spring."*



Isaac Julian Harvey, as a young man on the Missouri frontier

First Journey West, 1850

Two years after the discovery of gold, at the age of 34 years, Isaac joined the westward "rush", searching not for gold but for business opportunities. He left his family, indentured 12 local boys and set out from Saint Joseph, Missouri. Isaac followed the Oregon Trail, staying in Portland for the winter before walking in the spring to the gold fields of California.

> *"Advertised for 12 mechanics to go to Oregon and California "work and give me one-half of the net proceeds for 12 months after our arrival in the country. I soon got my number and I crossed the Missouri River at St. Joseph the 20th of May 1850"* (Harvey, I.J., 1897).

One of the dangers that year was cholera. In 1850, cholera raged on the Platte River, killing 2,000 hopeful pioneers (out of 5,000 who started the trip). In the following excerpt, Harvey recalls a conversation with one immigrant, who had stopped to bury his dead.

"The fresh grave there is one of us and the unoccupied grave is for another of us in the tent breathing his last. As soon as he is dead and buried we intend to move on if the cholera does not catch either of us before we get started. I asked them how long they had been there and they said 4 or 5 days. I rode on and they resumed their shooting." (Harvey, I.J., 1897).

Isaac accepted the hard times but never forgot to enjoy the good times. On reaching the Snake River in Idaho, where the trail divides for California and Oregon, he made sure his "boys" had a good laugh, as they stopped to watch two Scotsmen repack their belongings on their ox; they were in too big a rush and too anxious to get to the gold fields to bother with their wagon.

"The man trying to lead the ox – but he would not move, so the other got behind the beast as he called him, and gave him a big kick and saying at the same time "Get up!". The beast run his tongue out nearly a foot and bellowed and away he went – jerked the fellow down that was holding the rope, made a circuit of about 100 yards, then more bellows and jumped as the tin-ware rattled.

Finally the pack got under his belly and then the fun trebled. Such bellowing and kicking that nearly every team that came near caused a general stampede. My teams carried my boys 100 or 200 yards with 4 men to a team, but they finally got them under control. That was one of the funniest days of my life. My boys were happy all day and would say 'Get up', ye beast" (Harvey, I.J., 1897).

Along the Platte River, Isaac traveled several days with Kit Carson, the famous mountain man and scout who had spent the past 25 years trapping and exploring the western frontier from Mexico to Idaho, reaching as far west as Monterey. In 1850, Carson was living with his young wife in Mohab, Utah, but that summer was traveling along the Platte River, where he met Isaac. Isaac recalled their last conversation.

"I will here mention we bid Kit Carson good-bye as he was going south to get out of the cholera. We had traveled several days together but he would not travel or camp near the emigrant trains – said he would prefer fighting Indians than travel behind emigrant wagons with their goods tied up to the bows loaded, falling down and going off every few days.

One morning just as a large train was finishing breakfast, a young man was sitting on a wagon tongue and had loaded his pistol and capped it. His thumb slipped off the cock and shot him in the breast and he fell over dead, never spoke. Carson and I were about 20 yards away and we got there just as they were raising him up. His father, mother, and several brothers and sisters were around him – the mother weeping over him and all the family. We turned away and Carson said, I have been telling you all the time these emigrants not knowing how to use firearms were more dangerous to themselves and everyone around them" (Harvey, I.J. 1897).

While riding with Carson, Isaac likely got an earful. Carson knew the West from Mexico to Canada and even the far west. From 1842 to 1846 Carson led John C. Fremont on his expeditions on the Oregon Trail and into the Sierra Nevada. In 1846, on the 3rd expedition, Carson led Fremont to the Monterey area and into the Salinas Valley, camping near the site of Hartnell College (Johnston, 1970).

After reaching Oregon, Isaac wintered in Portland, Oregon, operating a mercantile store, owned by an acquaintance from Indiana. In the spring, he released his 12 local boys or "mechanics" so they could rush to the gold fields and then, with General Joe Lane, walked south to Marysville, California. He recalled that trip.

"About the 15th of June General Joe Lane, ex-Governor of Oregon, then delegate to Congress and his son, Joe and myself started for the mines. When we were at the sound end of the Willamette Valley, near the divide to Umqua Valley, we met the Lanes of Oregon, friends, returning from the mines.

He stated to the General that after he crossed Rogue River and got on this side he saw two buck Indians fishing on the opposite side. The first he shot was on a log extending out in the river and he slid down in the river dead. The other

one about 20 yards below paid no attention so he loaded his gun and gave a crack – the fellow fell off the log but got up right off and ran, yelling. After he left, I told the General that man ought to hang and he said he knew that, but the Oregonians were different." (Harvey, I.J., 1897).

In the bustling gold rush town of Marysville, Isaac saw his business opportunity, selling dairy products to the miners. He immediately began preparations for the long trip home; but returning "back East" was no easy task.

Returning to the States, 1851

We know from his memoirs that Isaac traveled by steamer to Nicaragua, crossed to the Atlantic, and caught another steamer to New York City, arriving home for Christmas. However, we have few other details. Nevertheless, a great deal of information is available from other sources, and we can fill the gaps.

For example, we might guess that Isaac saw the following advertisement, while still Marysville,

"Nicaragua Route! Vanderbilt's Independent Line! Fare Reduced! Through Tickets To New York. For San Juan Del Sud. The splendid steamship Gold Hunter, (having been purchased for this route,) will leave for the above port, touching at Acapulco, on Friday, August 15th, at 5 o'clock, P.M., from Pacific Wharf. From San Juan del Sud on the Pacific to Lake Nicaragua there is only twelve miles of Land travel, thorough a most healthy section of country, and on the Lake steamers will be in readiness to convey passengers at once to San Juan de Nicaragua on the Atlantic, where they will find the new and magnificent steamer Prometheus, for New York direct."[1]

Like today, advertisements paint a rosy picture. Vanderbilt's line was actually referred to as, "The Death Line". Despite this reputation, his route proved popular in the early 1850s, and took thousands of passengers to and from Pacific ports, including San Diego and San Francisco (Stiles, T. J. 2009). It is a good guess that Isaac departed San Francisco aboard the Gold Hunter and reached San Juan del Sud in the summer of 1851.

Here he mounted a mule for "*a precarious eleven-mile path across the isthmus through the jungle*", reached Lake Nicaragua, and then boarded a steamer across the lake and down a 125-mile San Juan River to the eastern port of San Juan Del Norte where he boarded the S. S. Prometheus. This steamship which was the pride of the Vanderbuilt line sailed from Chargers, stopped in San Juan de Nicaragua, and arrived in New York City on August 13, 1851. There were a total of 300 passengers on board. A gold rush diary written in January of 1851 describes the route taken by I. J. Harvey in detail.

This 1880s photograph shows a steamboat in a wide section of the San Juan River[2].

[1] ***This excerpt was taken from the Daily Alta California, August 9, 1851.***

[2] ***This photo scanned from <u>The First Tycoon</u>, T. J. Styles.***

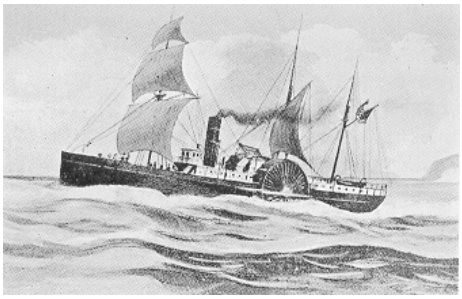
"The steamer proved to be the Promethius of New York, and landed at 5 O'clock. Passage from $100 to $125. We thought it too high and called a [bluff] and decided not to give it. They would not take less. We then decided to take passage for Chagres at 2 on the 9th. Passage the same. Took steerage. Very bad. Much crowded. Can't sleep below.

Little to eat and hard to get it, but will try and bear it out to save $45. U.S. Steamer arrived on the 10th. Few passengers. Left Chagres on the 10th at 11 P.M. with about 200 strange passengers & 100 cabin men. This morning we find ourselves in a fine steamer some 60 or 70 miles start, pointing toward home, now I begin to calculate on getting there. With the best prospect yet, with fair luck in about two weeks I will have the pleasure (and how great will be that pleasure) of embracing those dear to me from whom I have been separated nearly two years."

Saturday, Jan. 11th

Isaac's trip was a trip of a lifetime. Samuel Clemens followed the same route describing, "And so we started down the broad and beautiful river in the gray down of the balmy summer morning..."[1]

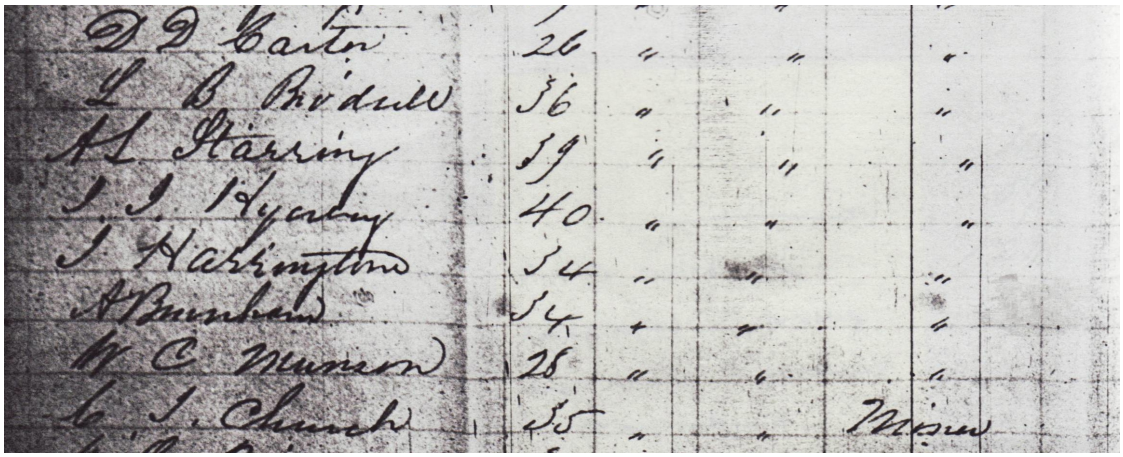
Vanderbuilt had developed the Nicaragua route in competition with the Pacific Mail Line and the overland Panama route. The route consisted of seven steamers, and the *S. S. Prometheus* was one of them. The captain when Harvey was aboard was Henry Churchill and his "sworn statement" listed "I. J. Harvey, age 40, merchant" as one of the passengers[2]. Isaac's age was actually 35. However, anecdotal evidence, stories passed down from Florence Baker, indicated that Cornelius Vanderbuilt was indeed aboard, and his presence on this particular voyage has been confirmed. In fact, Vanderbuilt actually piloted the steamer that took Harvey across Lake Nicaragua and down the Charges River (Stiles, T.J., 2009).



The *S. S. Prometheus* was a wooden side-wheeler constructed in 1850 for Cornelius Vanderbuilt. Only the sketch of her sister ship, above, survived.

[1] ***Mark Twain's correspondence with the San Francisco Alta California***

[2] ***The manifest was provided as a service of the Immigrant Ship Transcribers Guild (NARA Series 237 Roll 103, Volume 1150).***



Manifest of the S. S. Prometheus

S. S. *Prometheus* arrived in New York City from Nicaragua on August 13, 1851. The manifest, which was signed by Captain Churchill, was examined and it provides tantalizing evidence that Isaac was indeed aboard.

Isaac arrived home on the 21st of November 1851 after an absence of 22 months. His arrival was noted in the New Castle Courier, "*Captain I. J. Harvey is daily looked by his family*". Isaac had contracted small pox on the trip, and perhaps that is what the article was referring (Baker, 1987) and why three months were needed to travel from New York City to New Castle, Indiana. Fortunately, his case was mild, as he had been previously inoculated (Baker, 1987). Despite his sickness and all the dangers of the past 22 months, Isaac kept his promise and returned home to New Castle, Indiana by Christmas. To Sarah, his wife of 16 years, who had already given birth to 6 children, he brought a bolt of brown silk fabric[1]. A dress was sewn from the fabric, and that dress remains at the House today.

While in Marysville, Isaac realized the opportunity, the dairy business. So, in the winter and spring of 1852 he sold his Missouri businesses, invested his profits in dairy cows, hired 20 young men, including his brother-in-law and cousin, and organized a train of seven ox-drawn wagons. In May, with Sarah, four young children and $500 in gold in his pocket, he set out again from Saint Joseph, Missouri.

Five months later, the Harvey family entered California. This time entering by the Beckwourth Pass. Isaac remarked that the three children, Benton (14 years), Sophronia (4 years) and William (6 years), were "no worse for wear" (Harvey, I.J.). Since the discovery of gold, Marysville had grown to become California's third largest city, behind Sacramento and San Francisco. Marysville was a river port town and men from all over the world poured into Marysville, heading to the foothills and the tributaries of the Yuba and Feather rivers to "get the gold out". All these men needed supplies and transportation. Tons of supplies, coffee beans, boots, barrels of liquor, and boxes of soap funneled into this river port, and from here, wagons and pack mules hauled the supplies to the rough country along the Yuba and Feather rivers. It was paradise for the entrepreneurs and businessmen. Isaac bought one-half interest in the Western Hotel[2] and Theatre and opened a bank and mercantile store.

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[1] ***The brown silk dress is still in the house. Unfortunately, alterations, to meet changing styles and generations, negate its use.***

[2] ***A Trunk labelled "Western Hotel" is found in the House.***

2nd Journey West, 1852

What was it like to live in these times of instant wealth? The following article puts it best.

"California is the last spot … In which a croaker should show his despicable face. This is the land of enterprise, of energy of hope, of high-tensioned nerves; not the land of mewling, pewling, fearful, tearful croakers. Our watchwords are EXCELSIOR and GO AHEAD WITH A RUSH and the croaker, who essays to throw cold water upon the glorius flame of enterprise, deserves death by the common hangman." [1]

What was it like for the sisters, Sophronia and Josephine? It must have had a profound effect, for it provided memories of a lifetime. The country was new and the people exotic. Maryville was bustling with excitement. They came, not only from the eastern states but also from Hawaii, Peru, and China, and the girls saw it all. Their observations were still vivid some fifty years later (Swinnerton, J., 1853).

Left. Elizabeth Josephine Harvey-Swinnerton (1853-1941) wrote about her childhood growing up at Spanish Ranch. (*Memories of Spanish Ranch*, 1853).

Right. Sophronia Harvey-Clark (1848-1946), oldest daughter of Isaac and Julian Harvey, became the first school teacher of Salinas City

In the following excerpt, Josephine recalls watching Richard III in the Theatre across the street from the Western Hotel[2].

"Father took the family to Marysville to spend the winter of 1856. He had an interest in the hotel "Great Western" and the theatre building across the street. His partner was Charles Henry, a young man he had known in New Castle, Indiana. There was always some troupe playing in the theater. Mr. Henry liked to go and used to coax my Mother to let me go with him. When she said I couldn't be any company for him, to take some girl, he would just laugh and declare I was the most interesting girl he had ever taken out.

No other girl ever put her arms around his neck when she got scared at the play. You see, Richard III was played, and when the sword scences began I would stand on the seat, then as the sword flashed faster and faster to the dreadful end I would grab him around the neck, hugging tighter and tighter, until it was all over.

I don't know how many times I saw the plays, but it was always the same. Why I wasn't told to sit down by those behind, I can't imagine. Maybe others thought it as funny as he did. "(Swinnerton, J., 1853).

In the winters, Isaac and his family lived in Marysville, and Sophronia and Josephine, enrolled in Mrs. Poston's Seminary in Oakland, California.[3]

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[1] ***Marysville, Herald, October 21, 1854.***

[2] ***A label, "Western Hotel" is found on one trunk in House Collection today.***

[3] ***Watercolor of Seminary in Oakland Museum of CA can be found in the Oakland Museum.***

Spanish Ranch Days, 1853 –1861

The lithograph shows "Spanish Ranch", home of the Harvey's from 1852-1862. Isaac owned, sold, and repurchased the property several times over the 10-year period, finally selling it to Thompson and Kellogg. Under their ownership Spanish Ranch became a Wells Fargo stagecoach stop. (Fariss and Smith, 1971).

At Spanish Ranch, Isaac operated a hotel and store. Here miners stopped on their way to the gold fields. In addition, he constructed and operated a toll road and owned a canal for hydraulic mining. He also owned a pack train and operated a second store in nearby Taylorsville. He was successful, estimating his wealth over $200,000.00. At the Spanish Ranch store, Josephine describes miners buying their goods.

> *"On one end of the counter was a desk where Father and Bennie wrote letters and in big books. On the other end was something queer looking and nasty smelling – a square chunk at first – about 10 inches square. A man would say "Give me a dollar's worth", and the clerk would take something that looked like a cheese cutter and press the handle and blade would go down and cut off a big slice. No matter what else the men bought they always had to have "some of that".* (Swinnerton, E.J., 1853)[1].

From Josephine, we have a rare look of life during the Gold Rush. Josephine Harvey wrote short vignettes describing ordinary every day events. For example, with her younger brother "Willie", she described helping her father and older brother in the store, going to school, waiting for the stage, swinging on the swing, watching the blacksmith, playing cat's cradle, and watching the Chinese Peddler empty his baskets. An excerpt from the Chinese Peddler follows.

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[1] ***American Valley looks much the same. It is easy to imagine the above scene. The nearby pioneer cemetery contains two of Sarah's babies, both under 1 yr. of age and both under the same stone, next to the oldest tree.***

> *"There was a wonderful monkey that climbed a ladder and went down on the other side. A duck that laid an egg when you squeezed her platform, and said "Quack" at the same time; a little Chinese girl with a fan that danced absurdly when the platform was tapped; a mandarin that nearly waggled his head off if you moved him at all; two Chinese soldiers that had a fight, then stopped with their backs to each other, another squeeze and they whirled and went at it again, their little knives clashing; whole nests of bowls from a pint to one hardly larger than a big walnut shell, all if such then china; fans of all descriptions from common paper ones to sandalwood, every size and color, silk and carved ivory. What is the use? I can't tell you half the wonders of that basket! For several years he came and it was always the same. He always gave us candy and sometimes a toy. I had, for years, the quarter circle box with its magic drawer, but I can't remember whether Mother bought it or he gave it to me."* (Swinnerton, E., 1853).

Getting to the ranch was never an easy task for the adults, but it was always an adventure for the girls. In the 1861, Isaac returned in the early spring, taking son Willie. Sarah followed in early July with Josephine and Mabel. Josephine remembers the scene when they were stopped at the snowline and they were transferred from wagon to dog sled.

> *"So he tied the lame dog to a post – then the fun began – rather, the excitement began! Mother, Mabel and I had taken our places in the sled and been carefully tucked in. The smaller dogs were harnessed and fastened to the sled and so on their haunches waiting the word. They looked so bright and jolly. The big leader was harnessed and told to go to his place, but he didn't. Instead he went to his mate and layed down. The driver struck him several times with his whip, then the big dog sprang at him, but the man caught him by throat, using the whip steadily, the dog wresting and fighting to get loose and at him. At last he yielded and crawled to his place. His mate had tried to get loose to join the fight, but the little dogs sat quietly watching – seeming amused if anything. I don't suppose the struggle lasted many minutes, but it seemed a long time to me. Mother hid her face but, childlike, I watched it through".* (Mabel Harvey Memoirs, Harvey House Collection).

Located near Spanish Ranch was the Beckwourth trail, named for James Pierson Beckwourth, another colorful character of the "wild west". Beckwourth was a former slave, mountain man, guide, scout and explorer; he was also well known as an author, and a ceremonial war chief of the Crow Indians.

Beckwourth lived adjacent to Spanish Ranch along the trail welcoming immigrants to his tradinbg post, encouraging them to continue along the "Beckwourth trail", to Marysville. Indeed, he was paid to do so by the Mayor of Marysville. With his neighbor Isaac, Beckwourth herded cattle (Baker, F., 1987). Isaac must have learned more about the Salinas Valley, as Beckwourth, like Kit Carson, was a member of Fremont's 3rd expedition to Monterey[1].

James Beckwourth
1796-1866

By the late 1850s, traffic on the Beckwourth trail had diminished and the Mayor could not pay Beckworth. Marysville had been inundated by floods. Sediment from hydraulic mining raised the riverbeds of the Feather and Yuba Rivers, further diminishing travel to Marysville. The once booming town was now flooded during winter storms and spring run-offs[2]. In 1866 Beckwourth abandoned his ranch and trading post and returned to Montana. But he returned to his last meal. According to legend, the Crow wanted Beckwourth as their tribal chief not just as their war chief. He declined, and was fed poisoned meat.

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[1] ***See Beckwouth Frontier Days, a hands-on historical experience Marysville, California at, http://www.beckwourth.org/Frontier/index.htm***

[2] ***The city countered and built a levee system that still protects it today.***

One immigrant to Quincy, CA, which is near Spanish Ranch in Placer County, was Nathan Clark. Nathan had come west in 1862 at his mother's insistence. With the Civil War impending, she could not bear his enlistment and sent him came west. In Quincy, Nathan joined his brother who was Placer County treasurer. He worked in nearby Taylorsville[1], clerking in Isaac's store, developing a life-long friendship with Benton (Baker, F., 1987). Sometime during this period, he caught the eye of Sophronia Harvey[2].

Sophronia Harvey

Nathan Clark

Life was lonely in the mining communities. It was a life that was dominated by men. There were few few women and fewer families. Sarah was lonely and the children had only themselves to play with. Mabel Harvey, Sarah's 10th child, remembered her mother's sad, staring out the window looking for dust of Isaac and Benton's approaching wagons, waiting for them to return from the mines. Mabel recalled the following conversation with Benton,

> *"My older brother, Benton was leaving for his business in Taylorsville. I was playing, helping him pack, and at the same time I was crying because he was leaving. He knelt down on one knee and put me on the other. He told me I must be good and take care of Mother because she was so sad"* (Mabel Harvey, Harvey House Collection).

We can only imagine how Sarah felt, tiring of the rough mining communities and longing for a town and home of her own. She was now in her late forties. She must have needed those little reminders of her Southern home. She must have longed for, like other pioneer women, a house , a parlor with a piano and a garden for her precious roses (Calkins, E., 1996). However, complaining was not an option, as put by Benton (Baker, F. 1987).

> *"each one should be strong enough to bear his own grief's. I think this is the first time I ever complained. It will be the last – be not uneasy about me. I shall stand steadfast and day will dawn with the light I will win the fight".*

Susanville Days, 1863 –1866

In 1863 business slowed. Isaac sold Spanish Ranch and moved to Susanville, an even more isolated and dangerous community, north of Quincy in the Honey Lake Valley. At the time, Susanville

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[1] ***Only a few buildings remain in Taylorsville. However, the first schoolhouse is being restored. The first class included Benton's son, I. J. III. The House library contains his inscribed schoolbooks.***

[2] ***Nathan will marry Sophronia at the House in 1874; the occasion may be marked by the family photo.***

supplied the Humboldt mines and mines in the Black Rock region of Nevada. A mercantile business held promise, especially given the prospect of finding the lost Hardin mine, a rich ledge of silver, discovered years earlier by passing immigrant, Andrew Hardin.

Blackrock Desert region of Nevada [1]

Andrew Hardin had crossed the plains in 1849, following the Humboldt trail to California. When his wagon train reached the Black Rock Desert, ninety miles northeast of Susanville, Hardin and his traveling companions had, "*scarce for almost everything, especially provisions and ammunition "*(Buck, D., 2004). They camped along the trail and Hardin set out in search of game. He passed a little ravine and something bright caught his eye. Looking more closely, he saw that "there was a wagonload of it". Hardin thought that it was some kind of metal; he guessed it was lead and remarked,

> *"I looked as if it would make good bullets, and as they were short of ammunition, took several pieces, perhaps thirty or forty pounds".*

When he got into camp, he found the metal melted easily, so Hardin and his companions made bullets of it (Buck, D., 2004).

Hardin settled with his family in Petaluma, California, just north of San Francisco. Here Hardin worked in the 'carpenter's trade'. The pieces of metal were carelessly thrown around for many years. But, finally, an assayer spotted them. The assayer found them to be a rich combination of carbonate of lead and silver. An expedition was quickly put together and the race for rediscovering the mine began (Buck, D., 2004). The local newspaper had the following report.

> *"A party of some fifteen or eighteen persons left this locality for the eastern slope of the Sierra Nevada, where they go in search of what they believe is an immense deposit of silver ore."*[2].

Hardin was sure he would rediscover the ledge of silver. But in a dessert that encompasses 800 square miles, it was not so easy. After searching for three months, several members of the expedition lost hope and returned to Petaluma. Others gave up but remained in the Susanville area. Hardin himself never gave up. He continued to search throughout the summer and fall. He returned briefly to Petaluma and continued the search the following spring and summer and again in 1860 and each year thereafter through 1865, with no results (Thompson and West, 1881).

While this was going on, the Harvey's participated in a largely forgotten but colorful chapter of American history, the Sage-Brush War; not the first time in American history that pioneers balked at taxation without representation. Several years earlier, in 1856, pioneers in the Susanville and the

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[1] **The photo was downloaded from the Internet. Harveyville is out there; since it was a US Post office. GPS coordinates are available. Harveyville is also, listed amongst Nevada ghost towns.**

[2] **The Petaluma Journal, July 9, 1858.**

surrounding Honey Lake Valley, especially, Isaac Roop and Peter Lassen, had created the state of Nataqua which was located between the crest of the Sierra and the Utah territory, and consisted of the Eastern Sierra and most of north and central western Nevada. This independent state operated successfully for a number of years. But eventually the unwillingness of the residents to pay taxes led to their downfall.

In February 1863, Sheriff E. H. Pierce and Deputy Sheriff J. Byers were sent to Susanville to arrest Sheriff W. H. Naileigh and Judge John H. Ward". Byers arrested Judge Ward. However, Byers was met with resistance when he attempted to bring Ward back to Plumas County. Isaac Roop and seven of his men surrounded Byers - guns drawn. Byers backed off, seeing that it was a standoff.

The independence and defiant nature of the residents of "Roop County" is understandable in view of the isolation of the area. Susanville is surrounded, by mountains on one side and by hostile Indians and the "badlands" on the other. Within the Honey Lake Valley, murders and battles with the Piute Indians were frequent (Fariss and Smith). Peter Lassen himself was murdered. This was truly the wild-wild west, a place where robbers found a safe haven, a place where handguns were standard attire[1].

> *"It took an unusual amount of personal stamina and social solidarity to cope with these hazards. No other community of early California or Nevada more closely resembled, on the surface, the motion-picture conception of the Wild West".*[2]

Sheriff Pierce rode back to Plumas County and recruited a posse. The old settlers of Susanville, Isaac Roop and his supporters, gathered in an old fort, constructed earlier for protection against the Indians (Fort Defiance), for the shoot-out. The posse from Plumas County rode over the mountains and into Susanville and occupied one of two liveries in town, directly across from the fort. The stage was set. The exact numbers on either side is not clear, 30 to 100, depending on which source you believe. Nevertheless, a gun battle took place and right in front of Isaac's store. According to the local newspaper, several shots were fired at Isaac's partner, "*to see him scurry into the store*". One old timer was "shooting to kill" and in the three-hour gun battle one man was injured.

Afterwards, Sheriff Pierce called for reinforcements and a second posse set off from Taylorsville. This time the posse brought along a small cannon, packed on a mule or dragged through the snow, depending on the particular version you read. But the latter version is certainly the most colorful, as it describes dragging the cannon through the snow as, "*experiencing all the difficulties encountered by Napoleon when he made his famous passage of the Alps*" (Fariss & Smith 1882). A member of this second posse was a store clerk from Taylorsville, Sophronia's suitor, Nathan Clark. While the second posse was struggling with the cannon, Nathan rode on ahead to warn the Harvey family.

Back in Susanville, cooler heads prevailed. A cease-fire halted fighting. Sheriff Pierce and Sheriff Bierce filled reports with the California Governor, Frederick P. Low[3]. Low took action got a new survey, which confirmed that the boundary of California lay to the east. Susanville was indeed within the boundaries of California, a finding that only inflamed the situation. However, Governor Low, to lessen the tension, formed a new county appropriately named, Lassen County.

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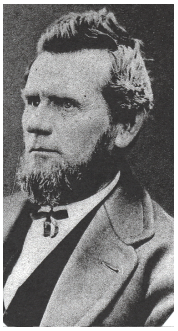
[1] ***Sounds like Deadwood?***

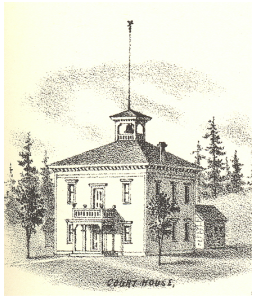
[2] ***Tim I. Purdy: very approachable guy. His recent book is, <u>At a Glance A Susanville History</u>.***

[3] ***Frederick P. Low was governor of California from 1863-1867***

New settlers, like Isaac, did not take took sides, as they could not get "fighting mad", and many had friends in Plumas County. So it is no surprise that Governor Low appointed Isaac, the new County Judge. Appointing Isaac made sense. Not only did he have experience as County Judge but Isaac had been a previous resident of Plumas County with no close ties to Isaac Roop. Besides, Governor Low was no doubt acquainted with Isaac, as both men had been storeowners and bankers in Maryville (Fariss & Smith, 1882).



Judge Isaac Julian Harvey[1]



Plumas County Courthouse (Fariss & Smith, 1882)

Judge Harvey opened his court in the Lassen County Courthouse on June 16 1863 to a case directly out of "Deadwood". From the records it is possible to piece the story together (Fairfield, A.M., 1923, pgs. 381-382). In Susanville, there were many gamblers but one group stood out. This group of six were never around before stage robberies but always after, with plenty of winnings for faro, a favorite but unlawful game of chance.

In Susanville at that time, there was a young enthusiastic but inexperienced district attorney, by the name of Spencer, who had, like Judge Isaac, been appointed to his position by Governor Low after the Sage Brush War. Spencer called for a grand jury and as a result warrants were issued for the six men. From that point to the trial, several attempts were made young district attorney's life. In one, a shot was fired at the district attorney as he was leaning on a post outside the Steward Building (located on Main Street in Susanville), with the sound and flash coming from the Pioneer Saloon across the street. The saloon was owned by two of the 6 gamblers. The bullet missed, and it lodged in the post just above his head, leaving a hole can still be seen today.

When the court opened, friends of the District Attorney arrived, "well armed and ready to shoot it out if necessary". The young DA himself then walked in, wearing two pistols and sat, "at the end of the table where he could see both Judge Harvey and the spectators". He placed his pistols on the table. Next the 6 gamblers arrived, not only with guns, but also with their well-seasoned lawyer, none other than J. R. Buckbee[2] of Quincy, an old acquaintance of Judge Harvey. As you might expect, the inexperienced young district attorney was no match for the old friend of Judge Harvey and the case settled in favor of the gamblers.

In contrast to the previous winter, the winter of 1863/1864 was a dry one with little snow staying on the ground, and the road to Marysville remained open all year (Fairfield, A. M., 1923). Although rains came in the spring, it was a short-grass year and no crop was grown on land without water. The

[1] ***This photograph can be found over the judge's chair in the restored courthouse in the Plumas county courthouse, Susanville, CA.***

[2] ***Buckbee's name appears in newspaper articles involving Hardin City.***

residents of Susanville suffered. Twenty-six people out of a population of several hundred died of "a sort of mountain fever" (Fairfied, A. M.). To isolate those sick, the second story of of one of the two liveries in town was converted to a hospital. But only one of those seriously ill ever recovered. Among those who died was William "Willie" Harvey, at the age of 17. It was January 5, 1864[1]. Willie was a great companion to his little sister, Mabel. Together they had built, *"pretend' gold mining operations, played cat's cradle, or just romped through the house" (Baker, F., 1987. pg. 257).*

There were 26 new graves in the Susanville Cemetery in 1864; prior to that year, there were only three (one of these was a man who met his end at the wrong end of a pitchfork). Fifty years later, at the age of 80, Mabel Harvey returned to that cemetery, brought there by her daughter Florence. Mabel remembered the location of Willie's grave, and, "walked directly to it without hesitation" (Baker, F., 1987, pg. 323).

Mabel Harvey

While living in Susanville, the family frequently traveled to other neighboring mining towns. On one trip to Franktown, Harvey brought samples of ores from the Blackrock Desert region of Nevada. He also brought and Sarah and Mabel. They dined at the home of a Colonel Shamp[2], who had several mills in town and Secretary of the Ophrir mining Company. We do not know the test results; however, we do know something of Colonel Shamp's appearance, as it made a lasting impression on Mabel. "he was an "immense man - weighed 350 pounds – so fat his ears were embedded in his head". "there was a boy and girl playing a duet. Until we got our own piano the next winter, I always thought it took two people to play one." (Baker, F., 1987).

In 1866, a lone prospector from the Honey Lake area found what he thought was the lost Hardin ledge (See description by Bancroft pp 102-104). The news of the discovery spread quickly; men from all over Western Nevada and California rushed to the area. One of these men was Isaac Julian Harvey. The local newspapers wrote,

> *"Judge Harvey of Susanville saw this latter ledge and thinks it rich, but does not know. Some assays from it show a value of $130 to $200 a ton[3]".*
>
> *"Harvey, Ward, and Buckbee have been in town for the past week. They brought a considerable amount of Black Rock ore to get a working test at Dall's mill and flattering results are being obtained". Ledges of unlimited extent pay $50 a ton from the top down and this exceeds any discovery ever made before in the mining world". It looked like this was the big one."[3]*

Unfortunately, these reports came from a "swindler" by the name of Charles Isenbeck. Together they sparked a silver rush. Isaac was right in the middle, underwriting much of the operation (Western Express, 1990, pg. 24).

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[1] ***Date was taken from the family bible. Mountain fever, Rocky Mountain Spotty fever or tick fever – febrile disease characterized by skin rashes. Laurel Ingal Wider describes this particular disease in Little House on the Prairie.***

[2] ***T.B. Shamp is mentioned in History of Washoe County. see,*** ***http://www.nevadaobserver.com/history%20Of%20Washoe%20County%County%20(1912).htm***

[3] ***Humbolt Register of January 16, 1866.The Eastern Slope, June 23rd, 1866,", (a paper published in Washoe City, Nevada)*** See, The Lost Black Rock Silver Mine. See, http://www.wendtroot.com/cockrill/d0010/d0010notes/LostBlackRockMine.html#pgfId-1087955

A town was constructed and stamp mills were hauled to the site from Virginia City. The town was named Hardin City after Andrew Hardin. At its peak there were fifteen "well-built houses". "A restaurant has been started, and the first white woman has made her appearance". All this was built on speculation alone, and Isaac was the biggest speculator. Not surprisingly, the town's name was changed to Harveyville (Carlson, H.S., 1974).

How much money did he loose? We do not know, but after just two years, Harveyville was abandoned. Certainly the construction of the mining camp must have been transportation nightmare. Fright, building supplies and the stamp mills were all hauled over difficult desert terrain for hundreds of miles.

Even today, getting to Harveyville is difficult - last 60 miles on a 4-wheel drive dirt road.

One of those in Hardin's party was James Preston McGuire who had also come west in 1849 (Thompson and West 1881), and settled with his family in Petaluma. One son, John Erwin McGuire, eventually moved with his family to Salinas City.

Why bring this up? It turns out that John's granddaughter, Ida May McGuire, married Isaac's grandson, Frank Harvey Baker (right). Thus, two families originally brought together by a hoax, were now brought together by marriage. Again they were married in the Salinas home.

Frank "Harvey" Baker, Ida Mae McGuire Baker and sons, Franklin and Jack.

Diary of Absalom Benton Harvey, 1864

Businesses in Plumas and Lassen County did not bring Isaac or Benton their pot of gold (or silver). So, in 1864 Benton set out for New Mexico Territory to try his luck. His diary of that trip shows him to be, like his sisters and father, an observant and articulate man, who wasted few words. Opening his diary at the Bancroft library one also sees he wasted little space, every sheet, and every margin, front and back, is crammed with his concise descriptions[1]. The following excerpt was taken from his journal, he describes the "gaily dressed senoritas" (Harvey, B., 1864).

> *"No woman ever wears a bonnet or hat, but a long string or scarf thrown over the head in the center and the ends so drawn around as to completely hide every portion of the face except the eyes. It is exciting to see a beautiful figure approaching with a grace unequaled, every feature except the eyes concealed to entice one to get one peep of something more. The footprint of a No. 2 is probably all your reward. This custom of head dressing is a great ameliary in flirtation, as it is an almost total disguise".*

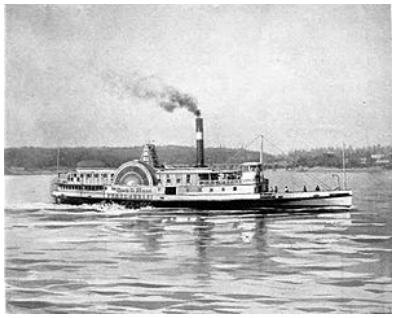
In 1866, Isaac, Sarah, and their three girls moved from Susanville to Suisin City. The reason is not clear, although there is some anecdotal evidence that Sarah was in need of a "warmer climate" (Baker, F. 1987). But perhaps Sarah was just too lonely. Another reason may involve Isaac, California Pacific Railroad, and his need to find more "business". This short-line railroad had a stop in Suisin City. Perhaps Isaac thought a hotel was a good investment.

[1] ***The diary can only be appreciated when the original is read at the Bancroft.***

Transition from waterways to railways, 1860-1870

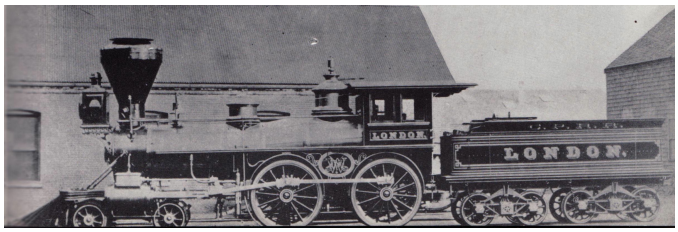
The decade, 1860-1870, saw the transition from waterways to railways. During this decade, the transcontinental railroad was completed. In addition, numerous short-line railroads were completed. Cal-Pacific Railroad is a good example. The Cal-Pacific Railroad was incorporated in 1865 and tracks were constructed between Marysville, Suisun City and the Sacramento delta.

Before rails provided transportation, however, rivers provided the means of transportation. We forget about the thousand steamboats that plied the waters between Sacramento, Marysville, and San Francisco. With the rush for gold, entrepreneurs on the east coast seized the opportunity to make money. The paddle wheeler, *Wilson G. Hunt*[1] was sent around Cape Horn to ferry passengers on the Sacramento River. In the first year alone she made her owners, the California Navigation Company, $1,000,000. "Not bad after wallowing off Cape Horn".



Wilson G. Hunt

The Harvey's lived the transition. For example, when they lived in Marysville, Sophronia and Josephine traveled to Oakland to attend Miss Postman's Seminary, using both paddle wheelers and trains. They were likely travelers on the *Wilson G. Hunt* and California Pacific Railroad trains pulled by the *London*.



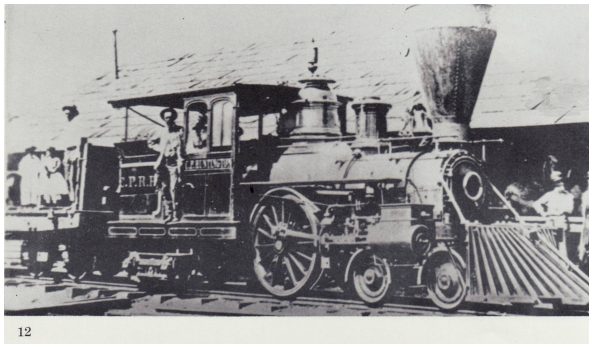
The *London* was owned by The California Pacific Railroad (Cal-P).

In 1861, Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins organized the Central Pacific Railroad Company and began construction of the western half of the transcontinental Railroad. Construction followed a route from Sacramento over the Sierras to Truckee and across Nevada to Utah meeting the Union Pacific Railroad, which was being constructed from east to west (Ambrose, S.,

[1] ***Disneyland uses replicas of the Mark Twain and Molly Brown to circle Big Thunder Mountain. In Sacramento, the Delta King is now a hotel.***

2000). An alternate route via Oroville, Bidwell's bar, Middle Feather, and Beckwourth pass was considered. This route was adjacent to Spanish Ranch but was not chosen[1].

For construction of the transcontinental railroad, four locomotives were purchased and shipped around the horn to San Francisco. One of the locomotives was the "diminutive" steam locomotive, the *C.P. Huntington* (No. 33*). The Central Pacific Railroad wanted to purchase a larger engine but could not; the Civil War was on and steel was in short supply. The sister engine was the *T. D. Judah*. Central Pacific used the *C. P. Huntington* during the construction of the western portion. However, it was too light for work in the Sierras. The unique design of the C. P. Huntington (4-2-4) inspired countless stories, the engine becoming, "the little engine that could" in numerous children's books.



***C. P. Huntington*, "The little engine that could" brought the first train to Salinas City in November 1871[2].**

In 1864, the San Francisco and San Jose Railroad Company, the original Southern Pacific Railroad Company, was completed, constructing their only tracks between San Francisco and San Jose. This short-line railroad proved popular, reducing fares from $32 on the stage to $2.50. It brought business to its owners, and encouraged by success the owners secured a state charter, federal franchise, and land grants to build the western end of a southern transcontinental line between San Jose and the Colorado River, connecting with the Atlantic & Pacific Railroad (Fabing and Hamman, 1984). If such a line were completed, "it wouldn't take much to bring a branch line from the Pajaro and Salinas Valleys to Gilroy." (Fabing and Hamman, 1984).

Salinas City, 1868

In 1867 the Harvey family moved from Susanville to the valleys of California, seeking better opportunities for Isaac and a warmer and less difficult climate for Sarah. It was time, according to Sarah, *"to start Mabel's piano lessons" (Baker, F., 1987).* In Healdsburg, Isaac and Benton bought and sold a hotel, staying just 3 months before moving to Suisun City where again they bought and sold a hotel, this time staying nine months. Isaac's habit of buying and selling and staying just short periods had not changed since his early days in Missouri.

On July 18, 1868 the Harvey family moved to Salinas City. This time it was their last move.

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[1] ***First Annual Report and Theodore D. Judah's Chief Engineer's Report. Central Pacific Railroad, 1863.***

[2] ***Southern Pacific Railroad Company will purchase the C. P. Huntington in 1871 and renumber it, No. 1. Today, the locomotive is the key exhibit at the Sacramento Rail Road Museum and the subject of the primary mural at the Harvey House.***

We do not know why Isaac chose "Salinas City". Why Isaac could not settle down in Healdsburg or Suisun City? He was now 52 years old. Perhaps, he was aware that the mining days were over. Perhaps, he remembered Kit Carson or Jim Beckwourth's description of the mustard-covered Salinas plain or heard rumors that the railroad would be extended to Salinas City south from San Jose.

When the family arrived, Salinas City was actually a modest village. To say "City" was presumptuous in view of the fact that there were only 12 buildings, (one hotel, three saloons, a feed stable, and one grocery and dry goods store combined, and 6 others). Or perhaps "City" was a way to attract the attention of Southern Pacific Railroad Company (Johnston, R., 1974). Whatever the reason, after 14 years in the gold country, the Harvey family moved to Salinas City and, like they had done before, began to organize the growing town.

Isaac opened a mercantile store on Main Street (Harvey & Company), and the family moved into quarters, attached to the rear of the store. Now, after moving 5 times in 15 years, it was time for Sarah to plant her roots and build her home. She was now 50. Like other pioneer women, she wanted a proper home. In her own words,

> *"double parlors so that young people could dance between them and the dining room when they held their parties and socials", a detached kitchen, as was the Southern custom, a garden, a palm tree for a touch of elegance, and a Berkshire rose at the end of the porch"* (Baker, F., 1987).

The quarters must have been too small as Isaac moved the house around the corner to Monterey Street.[1]

When they arrived in Salinas City, it was the beginning of a new era, fueled by families like the Harvey's, emigrants from the gold fields who came to build homes and raise families. Fields of barely and wheat now replaced wild herds of Spanish cattle, and fences now lined the Salinas plain (Johnston, R., 1971). As one citizen observed in 1867, *"day after day brings … train after train of emigrants and the future of this valley is no longer a matter of doubt."* A writer in 1869 wrote, *"Four years ago … even with the aid of a telescope we could not discover that a plow had ever disturbed the plain'.* And, by 1875 a San Francisco reporter wrote, *"4,000 acres in one field about two miles from Salinas City" (taken from Johnston, R., 1971).*

Monterey was no longer the economic center of central California. Robert Louise Stevenson wrote, the *"old Capital gradually awakening to a new but uncertain future"* (Johnston, R., 1971). New towns were sprouting along the Salinas River like Castroville, New Republic, and Salinas City, and, with new towns, new political struggles followed. Most significantly, Salinas wrestled the county seat from Monterey**.** In 1870, the vote was still in favor of Monterey, but in 1872 Salinas was in the majority. And in the middle of the politics, as was his custom from Missouri days, was Isaac.

In 1873, Isaac secured the incorporation of the "Town of Salinas", and one year later he was elected to the first five-man Board of Trustees and chosen as President of the Board. Under his leadership, the Board built plank sidewalks, graded streets, improved safety and order, and founded a public school system.

In March of 1874, the town of Salinas was incorporated by the state legislature and Harvey was appointed the first Mayor of Salinas. Isaac was also Coroner and Public Administrator of Monterey County. Together with his eldest son, Benton, Isaac established a general merchandise store, and the

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[1] ***The central core, that part behind the store was obvious when we removed the walls. When the two wings were added, Isaac purchased tongue and groove Doug Fir; these floorboards are a prominent feature today.***

entire family became active participants in early-day Salinas. With Benton, he was a significant contributor to the organization of the Salinas (roller) Skating Rink Company. In addition, he was a Charter member of the Salinas Chapter of the International Order of Odd Fellows (Baker, F., 1987).

> *"In these early days prior to the arrival of the Southern Pacific Railroad, the only means of travel to and from Salinas was by stage, which ran from San Jose to Salinas and onto Deep Wells station, and then south to Los Angeles". "The roads in the summer were deep in dust and in winter deep in mud. Two or three six- horse teams would mire down in the mud at the same time. It was necessary to combine teams to draw each other out. In July, the mustard on the western side of South Main Street was so high that a man on horseback could be seen only occasionally."* (Clark, F., 1927)[1].

Sophronia Harvey became the first teacher in the first school organized by the Salinas City School District. The school opened in September 1868. The school consisted of a simple wooden structure, *"standing where the Leader Bakery now stands"*, built as a store, with a few homemade tables and chairs, and just eleven students, including youngest sister, Mable. However, at the end of the year, there were sixty-five students. Later, younger sister Josephine, became a teacher in Salinas, as well, and both sisters helped organize the Union Sunday School, which may have had an even greater impact on weekly life in the new town - prior to 1868, the Sabbath consisted of, "drinking, fighting, dog fighting, and horse racing".

A garden was planted and a piano was purchased. Now, after so many moves, and so many years of sacrifice, Sarah must have felt great relief to finally settle into her new house. It finally gave her family a touch of elegance and sophistication, missing in the dusty towns of the gold rush, for it gave Sarah and her family a chance to plant their roots. Mabel later described that garden.

Sarah Mellett Harvey

Geraniums bloomed under the bay windows on the south front of the house and the Cabbage Rose bloomed great pink blossoms. (Baker, F., 1987, pg. 380).

> "When a caller would come through the front gate, he could see the Potato Vine, a pale blue flower when in bloom. Inside on the walk to the left was a Cloth-of Gold rose, a lovely yellow color, a red rose, and a lilac bush, and one could smell the fragrant Lemon Verbena tree. Around the house on the left was a pink Arbutelan, which attracted many humming birds. A bit farther on was another Cloth of Gold rose. Then there were clumps of Naked ladies, a pink Amaryllis. To the left of the front porch were beautiful lavender Clematis, my favorite flower of all. All around were beds of sweet smelling violets, smilax, green-leafed plants with tiny white flower that turned into berries. At the end of the porch grew a Bankshire rose. Every well-ordered house was supposed to have one" (Baker, F., 1987. pg. 380).

One caller who came through the gate was Nathan Clark. After the Sagebrush War, Nathan had

[1] ***Frona Clark, the granddaughter of Sophronia Harvey Clark lived long enough to see the House mode and to give a donation of $5,000 for purchase of the heater. She remembered as a little girl how cold the house was when she played the piano for the adults.***

returned to his home state of New York to settle his mother's estate. In 1868, he joined his brother in San Francisco; his brother had moved there and found work in the post office. In San Francisco, as if by fate, Nathan encountered Benton and together the two friends traveled south to Salinas City. Nathan took a position in *Harvey & Company* and rekindled his affair with the boss's daughter. Finally, after a courtship of more than a decade, the house saw its first wedding[1]. On February 10, 1874, the carpets were rolled up and,

> "music and dancing were kept up until the small hours o' morning…" "More than a hundred lamps and candles blazed in the gaily decorated house and the guests danced in the four principal rooms, ……." *(Baker, F., 1987)*[2].

Southern Pacific Railroad, 1868-1888

In 1868, the Big Four, owners of Central Pacific Railroad acquired Southern Pacific Railroad. The owners, spearheaded by Collis B. Huntington and Leland Stanford, had just completed the transcontinental railroad, giving them total control of rail transportation into and out of California. They had no intention of sharing their monopoly, specifically, of letting Southern Pacific and their partner Atlantic & Pacific complete the southern transcontinental line. By acquiring Southern Pacific, the Big Four halted their attempt and gained the lead in the race to control the western link of the southern transcontinental line (Orsi, R., 2009)[3].

The following year (1869), the Big Four incorporated all their interests in Southern Pacific Railroad and divested all previous ties with Atlantic & Pacific Railroad. Their goal: to forge ahead on the southern link and capture the strategic crossing of the Colorado River. To complete the railroad from San Jose to the Colorado River, they set up a new company, Santa Clara & Pajaro Railroad with the intent of linking with Texas and Pacific Railroad, the competitor of Atlantic & Pacific Railroad (Orsi, R., 2009). Next, they completed tracks to Gilroy, planning a future line to Hollister and Tres Pinos, and down the San Joaquin Valley, a route bypassing Salinas City. Tres Pinos was reached in 1873. However, construction was slowed by difficult terrain.

At the same time, they extended their Central Pacific line at Lathrop south into the San Joaquin Valley through Fresno, reaching Goshen in 1872 (Orsi, R., 2005).

Atlantic and Pacific did not give up. Even without partners on the west coast, they planned a new route north through the Salinas Valley and up the coast to San Francisco (Fabing and Hamman, 1985). This route would have restored Salinas' hope for a railroad. But Southern Pacific Railroad countered this move. In 1872, Southern Pacific Railroad extended the line from Gilroy south to Watsonville and then Salinas City, blocking attempts of Atlantic & Pacific. Clearly, Southern Pacific Railroad was only interested in solidifying their control, linking with Texas and Pacific Railroad.

Did Southern Pacific care whether the route passed Salinas City? Not likely, their concern was economic. According to Robert Johnston, "construction engineers preferred the route through higher land of the Santa Rita route (Johnston, 1971). But the owner of the land was asking too high a price and a better deal was offered by Eugene Sherwood. He offered right-of-way for the tracks and land for the station. The

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[1] ***The Nathan/Sophronia affair should be the subject of an exhibit.***

[2] ***Find reference, article in paper by L. Boss Ross describing wedding.***

[3] ***Orsi is very approachable. History professor at Hayward State.***

deal must have sounded good because construction in Monterey County, unlike in other Counties of California, was done without Federal bonds or land subsidies, making it a costly venture (Orsi, 2005). Passing through Salinas may have been the cheaper way to go.

1870 map showing completed and proposed rail lines, including the first transcontinental line. Southern Pacific had not yet extended tracks to Salinas City, but did so to gain control of a second transcontinental line and counter the move of Atlantic and Pacific Railroad. [1]

But it is possible that I. J. Harvey took part. Florence Baker in a short history of early Salinas wrote, that the two had a "personal relation"; and that "through a personal friendship with Governor Stanford he was able to locate the station in town instead of three miles out."[2] Certainly the two men came from the same mold. Both understood the importance of transportation to the development of the West and to their own financial well being. Both came west at peak of gold rush; both had stores supplying the miners; both understood that success was dependent on transportation of goods, and both men were involved in politics. Harvey was the first judge of Lassen County, appointed by Gov. Low who was the 8th governor. (Leland Stanford was the 9th governor). In addition, they may have crossed paths. When Central Pacific Railroad surveyed an alternate route for the crossing of the Sierra Nevada, there is evidence that Stanford, Judah, and a Chinese cook traveled and camped in the American Valley, looking for the alternate route (Judah, 1863). Stopping at Spanish Ranch seems likely.

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[1] ***See Central Pacific Maps*** ***http://www.cprr.org/Museum/Maps***

[2] ***Unfortunately, statements by both Florence Baker and Robert Johnston are based on anecdotal stories; references are not ever given.***

But the parallel stops there. Stanford had grown incredibly rich. He and other members of the Big Four now controlled two transcontinental routes, one completed and the other in progress. They were ranked among "America's richest and most powerful businessmen" (Orsi, R., 2005).

The arrival of the railroad, as it was for other little towns throughout California, evoked a bittersweet reaction. At first, these were good times. The same month that the Southern Pacific Railroad arrived in Salinas, the Monterey County Board of Supervisors granted Salinas City status of incorporation and the following month Salinas City became the county seat. (Isaac became the first mayor in 1874). The Salinas Valley, which had been shoulder high in yellow mustard and bisected by sloughs was now covered in wheat and barley. Isaac must have thought he had picked the right town.

But the good times did not last. Just five years after the first train arrived, *Harvey & Co* declared bankruptcy. Perhaps the first train's arrival was a forwarning. The first train arrived on November 7, 1872, and Miss Jesse Cockrill watched that arrival.

> "The engineer couldn't stop the locomotive … It continued past, crashed through the bumper at the end of the line and began to make its own tracks" (Johnston, R., 1971)[1].

There was increasing opposition and disillusionment with the railroad. Antagonism surfaced with increasing regularity. Farmers, politicians, and writers led that antagonism (Deverell, 1994). A good example was the debate over railroad subsidies, the fees paid by towns like Salinas City to the Southern Pacific Railroad, which were viewed by both political parties as financial coercion of the local population. Another example was the publication of Frank Norris', The Octopus. Norris did his research on the Santa Anita Rancho outside of Hollister, located along the Southern Pacific track just north of Salinas City (Deverell, W., 1994).

Farmers were having a difficult time. Without competition, Southern Pacific Railroad raised rates. In 1874, in response to those high rates the Monterey & Salinas Valley Railroad was built. This narrow gauge line was constructed with local money. Investors included Charles Abbott and David Jacks (Verado and Verado, 1986). But it was too late for *Harvey & Company*; Isaac declared bankruptcy in November 1875. Nevertheless, there was a sweet side that Isaac could not see. The arrival of Southern Pacific Railroad would assure the agricultural development of the Valley and would bring business and prosperity for the region.

In this busy year (1875), Isaac returned home, got his mother, Eleanor Harvey (80 years), and made an adventurous trip to Salinas City. They crossed the continent on the transcontinental railroad to be a six weeks' guest in the Harvey's Salinas home. What a transformation she saw. In her lifetime, a largely uncharted country of trails had been transformed to a country with cities and towns connected by railroads. In a matter of days, she traveled in relative comfort from Indiana to her son's home in Salinas. When Isaac took his mother to see the Pacific Ocean, she scooped up a bottle of sand and kept it the remainder of her life.

[1] **This event is the subject of our mural facing Monterey Street.**

This watercolor shows Monterey in 1875, by Leon Trousset. One car has M.A.S.V.R.R. carefully scrolled on it, signifying Monterey and Salinas Valley Railroad.
(See. http://leontrousset.com/leon-bio-by-scott-a-shields.htm)

In 1876, Isaac with Benton but without Sarah and Mabel move to Ward, Nevada, a silver mining camp near Eli, Nevada. Here they hoped to redeem loses. Isaac stayed briefly, without luck, and joined Sarah and Mabel in San Francisco later in the year. But Benton and wife, Cornelia, stayed 3-4 years until the silver veins ran out.[1]. While in San Francisco, Isaac formed a partnership with a Mr. Goodwin, each contributing $2,000. They dealt in stocks, mines and mining interests (Baker, F., 1987). But this business, too did not add to his wealth. Meanwhile, Sarah and Mabel attended the opera and enjoyed the City.[4]

In 1876/1877, the Salinas Valley was hit by draught with only 5 inches of rain. As a result, business on the Monterey & Salinas Valley Railroad fell. Investors, Charles Abbot and David Jacks tried to absorb the losses. Abbott could not and lost his San Larenzo Ranch. Jacks hung on, despite his loses. But to make up those loses, he sold land to Southern Pacific Railroad including tracts of land that will become the town of Pacific Grove.

Southern Pacific purchased Monterey & Salinas Valley Railroad. To foster growth and development, Southern Pacific also set up the Pacific Improvement Company. Their intent was to maximize investment and increase traffic along their routes. The Pacific Improvement Company undertook projects that would leave a lasting impression throughout the Salinas Valley and the Monterey Peninsula. The best example is the Hotel Del Monte, which opened in 1880. The golf course, which opened in 1897, set the stage for Monterey Peninsula's billion-dollar golf industry.

Near the hotel, the company bought 7,000 acres from David Jacks for $35,000 and founded the town of Pacific Grove. They built the reservoirs and water delivery systems and divided the town into lots. There is evidence that Harvey & Co. participated. (See 1887 letter from I. J. Harvey to A. B. Harvey, 1887, House Collection).

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[1] ***The mining camp consisted of two smelters, a twenty stamp mill with three furnaces, a tramway, two breweries, fraternal orders, stores, saloons, a hook and ladder company, school, post office, City Hall and two newspapers. The smelters were dependent on charcoal made by burning the local pinion pine in kilns. Those kilns can be seen today from highway 80. Cornelia writes a series of letters to Mabel in Salinas City. Her description of the neighbor playing the piano is priceless. Was she referring to the harp-like sound of the piano in the Harvey House. See letters, Cornelia to Mabel. During this period Isaac, invests in Bangor Gold and Silver Mining Co. (See mining certificates, Harvey House Collection). It is possible they boarded the Southern Pacific train with the Jenny Lind trunk. How did Isaac get to Ward and back to San Francisco? The only family tales were stories of Isaac traveling in his spring wagon making 40 miles per day and sleeping in a depressed hole to avoid Indian arrows.***

End of "westering"

As the 19th century came to a close, Isaac continued to work, selling real estate with David Jacks. At the end, "he but could be found sitting on his front porch in the heavy oak chair enjoying the pleasant morning in Salinas" (Baker, F.1987), driving his prized buggy around town pulled by his "snooty" bay mare, Kate; tending to his bees, or walking to the post office to deliver mail to his grandchildren. In one letter, he wrote,

> *"I am simply wearing out all over about evenly as far as I can understand. I eat and sleep well. Not as much business in me as of other days. So you young fellows will soon be as old as I am and will get in and out of Buggy as clumsily as I do. I can remember very distinctly when I ran barefooted all summer only one pair of shoes for winter and was greatly tickled when spring came so that I could go barefoot. A feller can run faster and jump higher and lots more fun than any other time"* (Baker, F., 1987)[1].

"Westering" was certainly done for Isaac who was the last leg of the team "Isaac Julian". Great, great grandfather Rene de St Julian started the race. He served King William of England, fought in the Battle of Boyne, and, for his services, received land along the Mississippi River. He sailed west as part of the first leg to claim that land. Hostile Indians and disease cut short his leg but son and grandson, both named Isaac Julian, continued westward. It was his great grandson, Isaac Julian Harvey, who finished the race, 168 years later.

[1] ***There are several letters to his grandson I. J. Harvey III., with the grandfather(IJ Harvey) telling tales to his grandson of crossing the plain which is similar to the Red Pony.***

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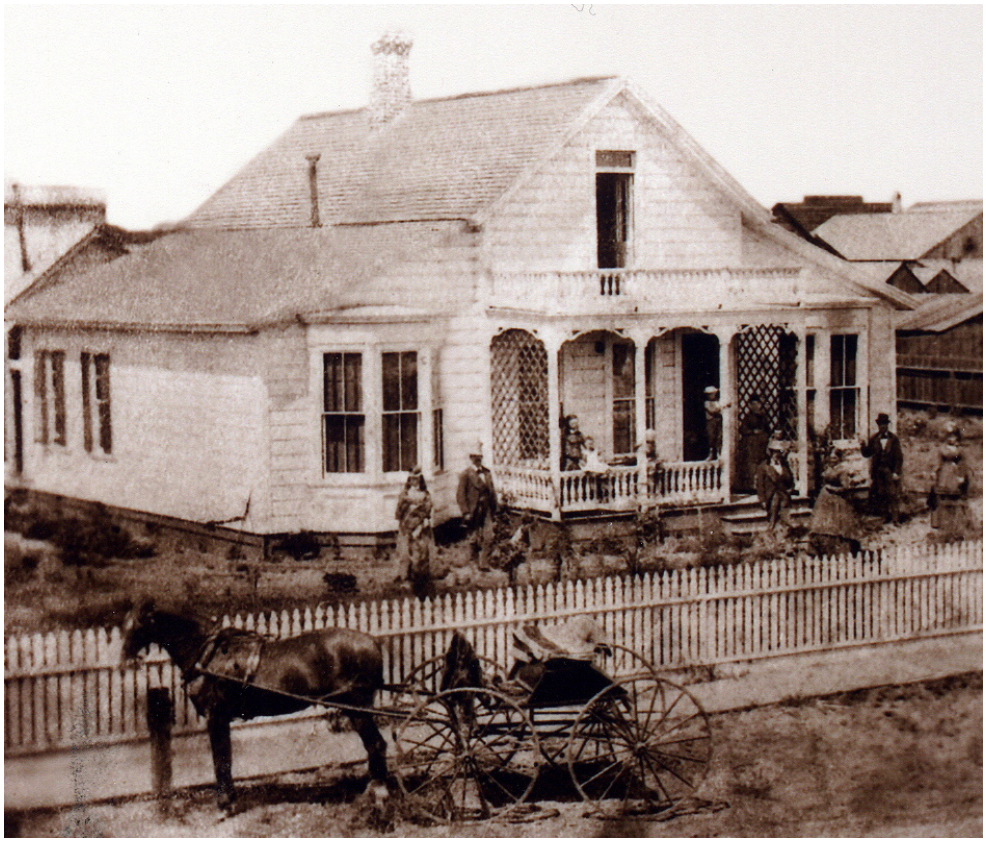
Appendix I



1874 picture of the Harvey family in front of their House on Monterey Street, Salinas, CA (Harvey House Collection)

For many years this picture hung in the hallway; when removed '1873/1874' was on the rear. The photograph was likely taken at a family gathering, perhaps when Isaac was appointed mayor or when Sophronia was married to Nathan Clark; both of these events occurred in 1874.

We think Isaac stands to the right of the porch wearing a black top hat. That would make sense and that Sarah is standing in the doorway. No doubt Mabel Harvey stands out at the corner of the porch, distinguished by her long curls. She holds her young niece and namesake, Mabel. (See other pictures). The two boys would be the children of Benton and Corneila's, I. J. III (7 years, standing on the railing without shoes) and John sitting on the railing (6 years). A fourth child stands next to Sarah; however, she is not identified. It is tempting to suggest that she is one of the Danish girls who came to help with the housework. Benton maybe standing in front of the steps, distinguished by a dangling left arm. We assume Cornelia is standing next to him, pregnant and pushing down her diaphragm while Sophronia and Nathan Clark are standing to the left of the porch. Younger sister Josephine stands on the far right.

Questions are many. Why is the door on the porch open? Where is the photographer standing? Why are they so far apart? Why does Sarah hang back in the doorway? Why are the shutters closed? Why is the picket fence backward? Are those plank sidewalks?